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CLASSIFICATION	SECRET	25X1	REPORT NO.	
COUNTRY	Soviet Zone of Germany			
TOPIC	Reorganization of Locomotive Brigades in the Soviet Zone of Germany			
EVALUATION	25X1	PLACE OBTAINED		25X1
DATE OF CONTENT	Late March 1950			
DATE OBTAINED	25X1	DATE PREPARED	16 May 1950	25X1
REFERENCES				
PAGES	2	ENCLOSURES (NO. & TYPE)		
REMARKS				
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1. Until now several locomotive brigades have been organized into so-called columns. Source said that as far as he knows there are 15 such columns in the Soviet Zone of Germany. (1)
 2. Columns 1, 2 and 8 are stationed in Frankfurt/Oder. (1)
 - 25X1 3. Column 1 (sic) has been deactivated. (2)
 4. In well-informed circles it is known that the 15 columns are to be reduced to three. (3)
 5. As could be seen on occasion of the deactivation of column 1, the locomotives of these columns will be confiscated by the Soviets. Locomotive personnel formerly assigned to locomotive columns report that their locomotives are said to have been turned over to Poland and Rumania. (4)

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Comment:

- (1) The stated number of locomotive columns and the mentioned location in Frankfurt/Oder of columns 1, 2 and 8 is in agreement with previous information. (5) Column 2 was transferred from Berlin-Karlshorst to Frankfurt/Oder. Besides the three mentioned columns, column 3, previously stationed in Berlin-Pankow, is also assumed to be in Frankfurt/Oder.
- (2) The deactivation of locomotive column 1 was previously reported. (6) It remains to be seen whether this measure also includes the dissolution of the personnel organization.

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Next Review Date: 2008

Document No.	
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Class. Change To: TS S C	25X1
Auth. HR 76-2	
Approved For Release 2003/08/11 : CIA-RDP82-00457R005100480001-6	
By: [Signature]	

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(3) The intended reduction to three columns is reported for the first time and requires confirmation. The measure appears credible on condition that:

a. Soviet interzonal shipments be taken care of by the German railroads.

b. Soviet passenger traffic between the Soviet Zone of Germany and the Soviet Union (Brest) be handled by Soviet Column 43 stationed in Brest.

c. The formation of a reserve for an increased transit traffic through Poland be not needed. For the present traffic volume, three complete columns (about 90 locomotives) appear adequate.

(4) This statement must be viewed with reserve. Locomotive Column 1 had to transfer its locomotives to Soviet Column 42 which also took over its former missions. (6) So far there have not been any indications that the so-called brigade locomotives, a total of more than 400, are to be transferred to the East or turned over to Soviet satellites. However, such a procedure is possible, since the Soviets consider these brigade locomotives war booty or reparations goods which were only temporarily left in the Soviet Zone of Germany.

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